

(e) Any vessel which fails to meet the requirements of this section may be denied transit. If the Canal authorities decide that a vessel can be handled without undue danger to equipment or to personnel, notwithstanding her failure to comply with other requirements of this section, and permit her to transit, such vessel may do so only at its own risk and, to the extent and in the proportion that such failure to meet the requirements of this section proximately causes or contributes to a casualty and resulting damages, the Master of such vessel, on behalf of said vessel, her owners, operators or any other persons having any interest in her, and for himself, will be considered to have released the Panama Canal Commission and the United States from, and to have indemnified them against, any loss, damage or liability incurred by Panama Canal Commission or the United States under, or in respect to:

(1) Sections 1411 through 1416, inclusive, of Pub. L. 96–70, 93 Stat. 485–87;

(2) Property of the Panama Canal Commission or the United States; and

(3) Panama Canal Commission employees under the Federal Employees' Compensation Act, 5 U.S.C. 8101, *et seq.*, or any other employee compensation system.

The Master of the vessel that fails to meet the requirements of this section may be required to execute, in the presence of a Commission official, a form undertaking to release the Panama Canal Commission and the United States from liability in case of an accident and to indemnify the Commission and the United States for damages sustained. The failure of the Master of a vessel to sign such a form, however, will not relieve the vessel, her owners, or any other person having an interest in her from liability incurred as a result of vessel's failure to meet the requirements of this section.

[40 FR 8348, Feb. 27, 1975, as amended at 41 FR 21775, May 28, 1976; 46 FR 63179, Dec. 30, 1981]

**§ 103.11 Vessels without mechanical signal system to engine room subject to delay in transiting.**

(a) A vessel that is not equipped with a properly operating mechanical system of signals between the pilot house

and the engine room, as recommended under paragraph (b) of this section, is subject to delay in transiting to the extent the Canal authorities deem necessary or appropriate in order to minimize, in the light of the type and volume of Canal traffic and of other factors relating to the safety of Canal operations, the increased hazards of navigation resulting from failure of the vessel to be so equipped.

(b) It is recommended that every vessel have a mechanical system of signals between the pilot house and the engine room. Any such system should return the engine order to the pilot house. If the signal system is by bells the vessel should have a tube, of proper size, so arranged as to return the sound of the bell signals to the pilot house, and should also be provided with a speaking tube or other device for the purpose of conversation between the pilot house and engine room. If the signal system is by engine room telegraph it should be capable of repeating the order back to the pilot house.

[31 FR 12289, Sept. 16, 1966]

**§ 103.12 Discharge of firearms.**

No firearms of any kind may be discharged from vessels while in Canal waters, except that authorized salutes by vessels of war will be permitted by prior arrangement with Canal authorities.

**§ 103.13 Firing of salutes.**

Vessels of war may not fire salutes while at a Commission dock, in the locks, or in Gaillard Cut.

**§ 103.14 Colors and house flags.**

During daylight, vessels in Canal waters shall display their colors and house flags.

**§ 103.15 Boarding vessels at anchor or underway.**

Except for members of the Canal boarding party, pilots, Republic of Panama boarding officials, and agents, in the performance of their official duties, and such other persons as may be authorized by Canal authorities, no person, with or without the consent of the Master, may board a vessel at anchor or underway in the Canal waters.